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Sent: Friday, August 24, 2012 1:10 PM
To: Corbett, Kate (DPH)
Subject: NEWS: MOSES/MassDOT District 1 Team Earns National Award

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MOSES/MassDOT District 1 Team Earns National "Public Works Project of the Year" Award

State Senator Ben Downing (above) observes: "This project and the exemplary work of MassDOT and Bristol's MCHSE members is a great example of how public works agencies and contractors can work together to assess damage, design repair procedures and safely restore critical infrastructure assets." Congratulations to the team for this well-deserved national recognition!"

IN JUST 100 days, MassDOT, including Bristol's engineers Grant Heywood, Matt Jaeger, Joe Mariani,翟·Aldrich, Perez, John Pierce and Matt Ringer, along with Bristol's John Bedard, Pete Lamantia, Tim Moore and Mike Wall, all from Bristol's Adams Transportation

Florida bridge, northeast corner, before & after

(MassDOT courtesy photo).

Route 2 is a meandering stretch of state highway that spans over 142 miles across the northern part of the Commonwealth, serving businesses and residents in 26 different towns. On August 28, 2011, as Hurricane Irene moved up the east coast, the extreme damage left in its wake was truly catastrophic...and **a new geography was literally carved by water**. Almost one year to the day, August 27, 2012, MassDOT District 1 will be awarded the prestigious American Public Works Association's "Public Works Project of the Year" at the 2012 International Public Works Congress.

Joe Dorant, president of MOSES shares, "The **devastation from Irene was catastrophic.** MassDOT and emergency groups quickly sprang into action, clearing roads and making all-important road accessibility a top priority. Damage was so severe in Florida, Savoy and Charlemont that officials from MassDOT immediately closed almost six miles of Route 2 from mile marker 21.6 in Florida to mile marker 27.4 in Charlemont. I am not at all surprised that an effort of this scope and nature being completed so quickly and seamlessly should earn national recognition as 'Public Works Project of the Year' from the American Public Works Association."

In all, a total of 13.1 miles of Route 2 was severely impacted in some fashion. Floodwaters brought by Hurricane Irene caused extreme damage to the area's major artery and included compromised bridges, destabilized embankments, washed out roads, washed away rip rap and roads covered with dirt and storm debris.

Dorant points out, "By the time President Obama declared a State of Emergency in the region, workers were already clearing the roadways and state personnel, including bridge inspectors, flood plain managers, police, MEMA and numerous other Commonwealth employees - some MOSES members, some not - worked tirelessly to assess storm damage."

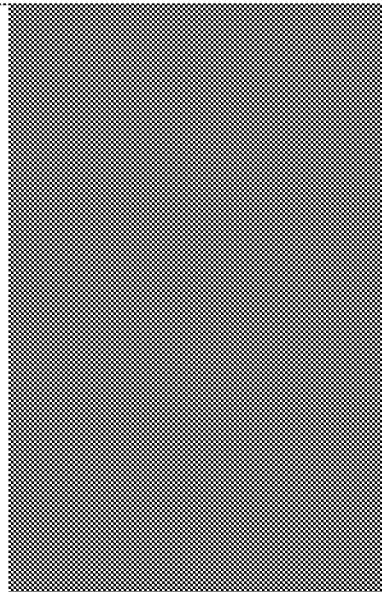
Massachusetts Secretary of Transportation Richard A. Davey shares, "In just six weeks, MassDOT had designed all the repairs and contractors were working to stabilize and repair slopes, retaining walls and gabion walls." He also notes, "By mid-November, MassDOT also had advanced a bridge preservation project in Florida, expanding the scope of work to include slope repairs adjacent to the bridge."

Amazingly, a mere 110 days after the storm (December 15, 2012), Route 2 was completely

Vermont's Steve Eddington and Mark Page, Cathy Braman of Clarkesburg, Mike Dostal from Williamsburg, Russ DeVor of Adams, Dan Evans of New Lebanon, Charlie Hajtay of Spencerville, Trevor O'Brien from Cheshire, and Tony Vona of Albany, NY, each received \$1,000 in Massachusetts. Organization of State Engineers & Scientists retained their Route 24 service area. It was leveraged by the state in 1989.

reopened to the public. The amount of work and effort needed to accomplish this staggering feat included 37,000 cubic yards of excavation; 28,000 cubic yards of trench excavation; 50,000 cubic yards of channel excavation; 78,000 cubic yards of fill deposited; installation of 78,500 tons of rip rap; erection of 5,300 cubic yards of gabion wall; construction of 12,000 square yards of Mechanically Stabilized Earth (MSE) slope; 2,300 feet of steel pile driven and construction of 1,000 feet of soldier pile and lagging wall.

Davey concludes, "Excellent construction management techniques and coordinated teamwork with multiple contractors were crucial to reopening the road quickly while working safely."



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